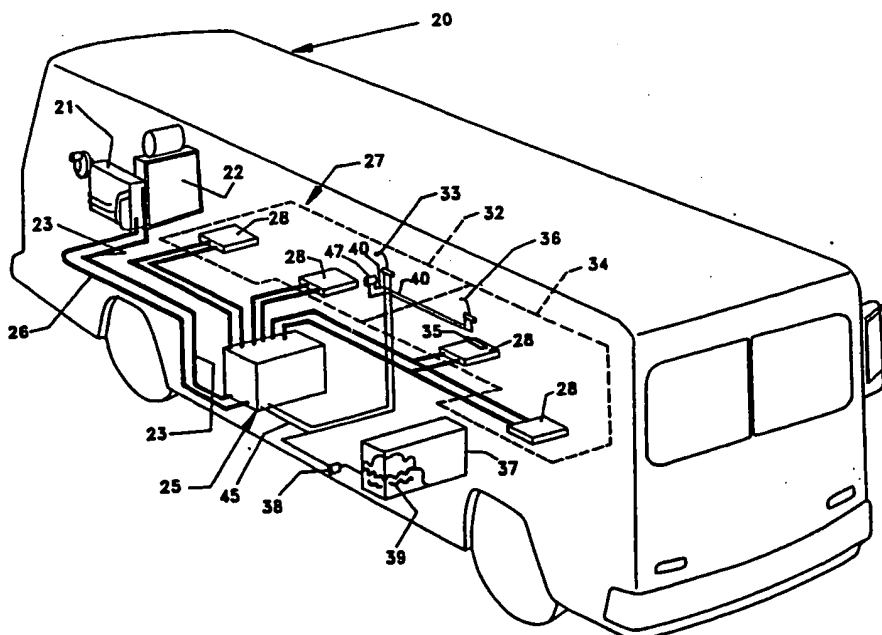




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(54) Title: SUPPLEMENTAL VEHICLE HEATING METHOD AND APPARATUS WITH LONG HEATING CYCLE



(57) Abstract

Thermal energy is provided to a vehicle (20) that operates efficiently when operated for at least the duration of a minimum operational cycle. A reservoir (25) contains heat transfer liquid having a thermal capacity selected so that the burner must operate at its rated thermal output for at least the duration of the minimum desired operational cycle to provide the selected thermal capacity to the reservoir (25). With the liquid in the reservoir at maximum operating temperature and the burner off, heat is transferred from the thermal reservoir (25) to meet thermal demands of the vehicle (20). These demands decrease the temperature of the liquid to a minimum operating temperature, whereupon the burner is operated for at least the duration of the minimum desired operational cycle to raise the temperature of the liquid to the maximum operating temperature.

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SUPPLEMENTAL VEHICLE HEATING METHOD AND
APPARATUS WITH LONG HEATING CYCLE

Specification

BACKGROUND OF THE INVENTION

Field of the Invention

This invention relates to providing supplemental thermal energy to vehicles having living areas, and more particularly to providing supplemental heat to over-the-road and marine craft having rooms and domestic water to be heated.

Discussion of Prior Art

Vehicles of many types have been used to provide temporary living or working quarters. These include self-propelled over-the-road vehicles, such as so-called recreational vehicles powered by internal combustion engines. Also, self-propelled vans have been used as mobile work spaces, such as for providing medical services at remote or movable locations in a city. Other self-propelled vehicles include boats in which internal combustion engines provide the primary power source. Other non-self-propelled vehicles, such as trailers, have been used to provide shelter for temporary living, such as for vacation or recreation. Also, trailers are used to provide space for performing work, such as at construction sites or performing atmospheric sensing at remote locations.

All of these vehicles are characterized by the need to provide heated space, in the form of at least one room. In general, many separate rooms or work areas are provided. Also, sanitary facilities are provided in such vehicles, and include plumbing fixtures such as sinks, showers, and toilets that use domestic water, especially heated water.

The term "vehicle" is used herein to refer to all of these types of vehicles, whether or not self-

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propelled and whether an over-the-road or water vehicle, so long as there is a space to be heated in the vehicle and/or a requirement that heated domestic water be available for use. The term "vehicle" may also include the above type of vehicle that is also provided with a main power source, such as an internal combustion engine, that has a primary function of propelling the vehicle on land or water. Customarily, those main power sources are heated when not in operation, so that they will start readily when the vehicle is to be moved.

The main power source of such vehicle is turned off when the vehicle arrives at the destination, and reliance is placed on a supplemental source of thermal energy. Such supplemental thermal energy sources include diesel-fired and gasoline-fired burners, such as those disclosed in U.S. Patents 2,726,042 and 3,877,639. These supplemental burners transfer heat to a small mass or volume of liquid in a thin jacket that surrounds the burner's combustion chamber. The thin jacket substantially limits the mass and volume of liquid that is in heat transfer relationship with the combustion chamber.

In applicant's experience with such burners, the liquid volume in the thin jackets is only about 0.26 gallons, and a typical system, including conduits and liquid-to-air heat exchangers, may only have a two and one-half gallon liquid volume, including the 0.26 gallons in the thin jackets. Further, such mass and volume of the liquid in the thin jackets are not selected according to the operating characteristics of the auxiliary burners.

Other systems used with such vehicles include relatively small domestic hot water tanks, such as those holding eleven gallons. The domestic water is heated by a heat exchanger that uses energy from the main engine.

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Alternatively, the domestic water is heated when the supplemental burner is operated for heating room air. The operation of the burner is not generally controlled in response to the demand for hot domestic water. For
5 example, U.S. Patent 236,849 issued in 1881 discloses pipes that supply heat to both a domestic water tank and radiators for room air heating.

SUMMARY OF THE INVENTION

In applicant's experience, there are problems with
10 such supplemental burners. These problems are severe when attempts are made to divide the hot liquid from the thin jacket into separate heating zones, and to supply heat to less than all of the zones at any given moment. The burners inherently have a three-stage operational
15 cycle, including an initial, relatively inefficient, start-up stage in which thermal energy is used to heat the thermal mass of the burner, the combustion chamber and the exhaust system. The start-up is characterized by carbon build up on the inside walls of the combustion
20 chamber due to incomplete combustion.

Once the combustion chamber has reached a normal, steady-state operating temperature (e.g., after three minutes of operation in the start-up stage--see t_0 to t_3 in FIG. 6), the burner operates more efficiently and
25 starts to burn the deposited carbon off the walls of the combustion chamber. This optimum stage efficiently converts the fuel to thermal energy that is transferred to the liquid in the thin jacket (see t_3 to t_{10} in FIG. 6).

30 When a condition to be controlled occurs, the burner is shut off (see shut off at time t_{10} in FIG. 6), and a purge stage starts. When there is thermal demand after the burner is shut off, the purge stage continues for less than the duration (2.5 minutes) of the normal

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purge stage and is thus abbreviated because a low limit temperature T_L is reached before the purge stage ends. In the purge stage, air continues to flow through the combustion chamber and the liquid continues to flow in the thin jacket.

These prior art burners have a British thermal unit (BTU) output sufficient to supply adequate heat to all of the zones at the same time. In applicant's experience, with a typical flow rate of 4.5 gallons per minute (gpm) through the thin jacket, the liquid temperature will increase up to 18°F in one pass through the thin jacket in the optimum stage of operation. In the typical prior art example illustrated in FIG. 6, there are a total of two and one-half gallons of liquid in the thin jacket, conduits and heat exchangers, and the thin jacket weighs 15 pounds. The normal factory temperature differential between T_M and T_L is 15°F . In this situation, when less than all of the zones are operational or "active," the liquid flowing through the liquid-to-air heat exchangers in the active zones will generally not decrease the liquid temperature by the full 18°F amount. As a result, as the liquid circulates through the one active zone (or through less than all of the zones) and through the thin jacket, applicant has observed that the output temperature (see arrow T_{LO} in FIG. 6) of the liquid exiting the thin jacket rises (see $t_{12.3}$ to $t_{13.5}$ in FIG. 6), and soon reaches an upper limit T_M at which the burner is shut off. Applicant's experience is that this shut off occurs very soon after $t_{12.3}$ (e.g., at $t_{13.5}$, or 1.2 minutes after $t_{12.3}$ as shown in FIG. 6). In the situation depicted in FIG. 6, where one heating zone always has a thermal demand of 14,000 BTU per hour, such shut off occurs before the burner reaches the optimum stage, such that the carbon that built up in the combustion chamber during the start-up stage is not burned off because the optimum stage is not reached. Clearly, where the thermal demand

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is less than 14,000 BTU per hour (e.g., for heating small amounts of domestic hot water), the burner shut off occurs even sooner. Additionally, during a normal duration purge stage, which may be 2.5 minutes, the burner chamber, the exhaust system and the thin jacket cool and are subject to thermal stresses from the repeated cooling of the structure, which decrease the operating life of the burner and the thin jacket.

Applicant has observed that as the two and one-half gallons of liquid continue to circulate through the single active zone (or less than all of the zones) and through the thin jacket during the purge stage, the liquid temperature rapidly decreases to a minimum operating temperature T_L (e.g., in 2.3 minutes, as shown at $t_{13.5}$ to $t_{15.8}$ in FIG. 6) and the burner is turned on again. Since the BTU output of the burner is high relative to the BTU capacity of the liquid in the thin jacket and relative to the rate of heat transfer from the liquid-to-air heat exchangers of the active zones, the temperature of the liquid increases rapidly in time period $t_{15.8}$ to t_{17} in FIG. 6 (1.2 minutes). The temperature of the liquid again reaches the high temperature limit T_M in this short time period even though there is a 14,000 BTU per hour thermal demand. The burner is again shut off and cycled during the time period t_{17} to $t_{19.3}$ through the abbreviated purge stage before the burner operates in the optimum stage. This cycle of start-up, too-short or no optimum stage operation and abbreviated purging continues, resulting in low burner efficiency, requirements for frequent cleaning of the combustion chamber and decreased burner life due to thermal stresses. Even if the difference between T_M and T_L were doubled to 30°F to correspond to the example used in FIG. 7, it would take only 2.4 minutes of burner operation for the temperature to reach T_M .

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In applicant's experience, attempts to lengthen the optimum burning stage have resulted in overall inefficiency of the system. For example, some vehicles having many zones for room air heating have used a diverter valve between the thin jacket and a return conduit from the liquid-air heat exchanger in the active zone. The valve is controlled to divert the liquid into a heat exchanger in the main power source, such as in the main internal combustion engine. Heat is lost in the main engine heat exchanger even though there may be no need to heat the main engine. This of course wastes heat, but lowers the temperature of the liquid that is input to the thin jacket, and thus increases the duration of the optimum stage of burner operation. Because this method of operating the supplemental burner depends on wasting the excess heat from the burner, it is not an acceptable way of increasing the length of the optimum stage of burner operation.

The method and apparatus of the present invention overcome the above-described rapid cycling of the supplemental burner without wasting the excess heat produced by the supplemental burner. In particular, the supplemental burner may operate at its rated thermal output, which may exceed the thermal demand of the active room air heating zones, yet the supplemental burner operates for an acceptably long, three-stage operational cycle (illustrated by t_4 to t_{16} in FIG. 7). This is achieved by providing a substantially increased mass (and volume) of heat transfer liquid in heat transfer relationship with the combustion chamber of the supplemental burner. This increased mass (and volume) of liquid is heated by the supplemental burner to the maximum operating temperature T_M to provide a reservoir of thermal energy. When there is demand for heat in a single zone, or in less than all of the zones of the room-air heat transfer system, or when there is only a small demand for domestic hot water, the thermal energy

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required to meet that demand (which is selected as 14,000 BTU per hour in the situation depicted in FIG. 7) is initially supplied by heat transferred from the reservoir of thermal energy. As this initial heat transfer occurs (see t_{16} to t_{37} in FIG. 7) from the thermal reservoir to the room air heat exchanger, or to the domestic water, the supplemental burner remains off. As a result, in one embodiment of the present invention 5100 BTUs are supplied by the thermal reservoir before the temperature of the heat transfer liquid in the thermal reservoir falls to the lower operational temperature, or low limit T_L . When that low limit T_L is reached at the time t_{37} , the burner is turned on. Even if there is no additional demand for thermal energy for room air heating or for domestic water heating, the thermal load of the large mass and volume of heat transfer liquid, expressed in terms of the BTU requirement to heat the large mass and volume of heat transfer liquid back to the maximum operating temperature T_M , is enough that the supplemental burner must operate at its rated capacity for an acceptably long operational cycle, including an acceptably long optimum cycle. That operational cycle is shown in FIG. 7 as the time period t_{37} to $t_{44.65}$, based on the use of fourteen gallons of heat transfer liquid in the thermal reservoir and a 40,000 BTU per hour rated capacity of the supplemental burner. The supplemental burner thus operates for about 7.65 minutes (time t_{37} to time $t_{44.65}$) just to increase the temperature of the heat transfer liquid in the thermal reservoir from 150°F (T_L) to 180°F, 180°F being the maximum operating temperature T_M of the thermal reservoir. With continued demand for heated room air or for domestic hot water, it would take longer than 7.65 minutes to satisfy that demand and to increase the temperature of the liquid in the thermal reservoir to the maximum operating temperature T_M . Thus, the supplemental burner would operate for a longer period of time in the optimum

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stage, which is the most efficient stage, and would burn the carbon off the inside of the combustion chamber. In addition to increasing the duration of the optimum stage of the burner's three-stage operational cycle, the 5100 BTUs of thermal energy that are stored in the thermal reservoir increase the ability of the system of the present invention to satisfy thermal demands that exceed the thermal output of the supplemental burner.

10 An object of the present invention is to increase the operating efficiency of an auxiliary burner.

Another object of the present invention is to provide a thermal reservoir heated by an auxiliary burner to provide a selected amount of thermal energy to meet demands for initially heating less than all of the zones in a zoned room air heating system without operating the auxiliary burner.

15 A further object of the present invention is to provide a thermal reservoir having a selected thermal capacity, where that thermal capacity is met by operating an auxiliary burner for a time period not less than its minimum desired operational cycle.

A still other object of the present invention is to provide a method of using an auxiliary burner to initially supply thermal energy to a thermal reservoir to increase its temperature to a maximum operating temperature, and to use that reservoir, and not the burner, to supply thermal energy to a room air and domestic water heating system until the temperature of the reservoir drops to a minimum operating temperature, at which time the auxiliary burner is operated for at least the duration of a minimum desired operational cycle to reheat the thermal reservoir to its maximum operating temperature.

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A still further object of the present invention is to provide a thermal reservoir having a given thermal storage capacity, the reservoir being heated by an auxiliary burner having a minimum desired operational cycle that is of a selected minimum length at its rated thermal output, where thermal energy equal to that thermal storage capacity is provided to the reservoir by the auxiliary burner operating for no less than the duration of such minimum desired operational cycle.

10 With these and other objects in mind, the present invention is used with an auxiliary burner that provides supplemental thermal energy to a vehicle having a room or zone to be heated and domestic water to be heated. The auxiliary burner is designed to operate efficiently at a rated thermal output when it is operated for no less than the duration of a minimum desired operational cycle. A reservoir is provided for containing heat transfer liquid having a selected thermal capacity, measured by the amount of thermal energy required to heat the liquid from a lower or minimum operating temperature to a maximum operating temperature. The heat transfer liquid is in heat transfer relationship with the auxiliary burner and the thermal capacity is selected so that the auxiliary burner must operate at its rated thermal output for at least the duration of the minimum desired operational cycle to provide the selected thermal capacity to the reservoir.

In a method of the present invention, the reservoir containing the heat transfer liquid having the selected thermal capacity is initially heated by the auxiliary burner operating at the rated thermal output for at least the duration of the minimum desired operational cycle. With the heat transfer liquid in the thermal reservoir at the maximum operating temperature and with the burner off, heat is transferred from the thermal reservoir to meet the initial thermal demands for heated

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room air and domestic hot water. These demands decrease the temperature of the heat transfer liquid to the minimum operating temperature, whereupon the auxiliary burner is operated for at least the duration of the minimum desired operational cycle to raise the temperature of the heat transfer liquid to the maximum operating temperature. If during the operation of the auxiliary burner there are demands for thermal energy for heating room air or domestic water, the auxiliary burner is operated for a time period longer than the duration of the minimum desired operational cycle.

BRIEF DESCRIPTION OF THE DRAWINGS

Other objects, features and advantages of the present invention will be apparent from an examination of the following detailed descriptions, which include the attached drawings in which:

FIG. 1 is a perspective view of a vehicle provided with an auxiliary burner for providing supplemental thermal energy for room air, domestic water and main engine heating;

FIG. 2 is a perspective view of the auxiliary burner provided with a thermal reservoir of the present invention, wherein the thermal capacity of the reservoir is related to the duration of the minimum desired operational cycle of the auxiliary burner so that the auxiliary burner operates for at least that minimum duration regardless of the actual thermal demands to be met by the thermal reservoir;

FIG. 3 is an end elevational view and schematic diagram of the conduits that are connected to the thermal reservoir of the present invention;

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FIG. 4 is a side elevational view of the thermal reservoir shown in FIG. 3, illustrating a domestic water coil in heat transfer relationship with the thermal reservoir;

5 FIG. 5 is a cross-sectional view taken along lines 5-5 in FIG. 4 showing a coil in the thermal reservoir transferring thermal energy from or to heat transfer liquid from a main engine of the vehicle;

10 FIG. 6 is a graph showing temperature vs. time illustrating typical operational cycles of a prior art auxiliary burner, which cycles are of undesired length; and

15 FIG. 7 is a graph of temperature vs. time illustrating typical operational cycles of a burner of the present invention, wherein those cycles exceed the duration of a minimum desired operational cycle of such burner.

DETAILED DESCRIPTION

Vehicle 20

20 Referring to FIG. 1, there is shown a vehicle 20 that is designed to be propelled by a main engine 21. As described above, the vehicle 20 may also be in the form of a boat, in which even the main engine 21 propels the boat on the water. The vehicle 20 may also be a
25 trailer that is towed by another self-propelled vehicle.

30 The main engine 21 may be an internal combustion engine or other type of engine having a liquid coolant system 22 for maintaining the main engine 21 at a desired operating temperature (T_{EO}). When the vehicle 20 is being propelled by the main engine 21, thermal energy is supplied via a conduit 23 that carries heated engine coolant 24 (FIG. 3) to an auxiliary thermal

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energy system 25. Cooled coolant 24 (FIG. 3) is returned to the main engine 21 via a return conduit 26. When the main engine 21 is not operating, the main engine 21 is maintained at a desired idle temperature (T_{EI}) by supplying heated engine coolant 24 from the auxiliary system 25 to the main engine 21 via the return conduit 26.

In the various forms of the vehicles, separate spaces or rooms 27 (illustrated by dashed lines in FIG. 1) are provided for various living or working activities. In each room, at least one liquid-to-air heat exchanger 28 is provided for heating the room air to a desired temperature (T_A). These heat exchangers 28 may be of the standard type sold under the trademark Aurora as motor home heaters. Heat transfer liquid 29 (FIG. 2) is supplied to the heat exchangers 28 from the auxiliary system 25 by separate supply conduits 30 and is returned to the auxiliary system by separate return conduits 31.

As shown in FIG. 1, one of the rooms 27 may be a bathroom 32 that is provided with a shower head 33. Another room 27 may be a kitchen 34 provided with a sink 35 and faucet 36. The shower head 33 and the faucet 36 are connected to a standard domestic water tank 37. As shown, a pump 38 provides pressure to supply domestic water 39 from the tank 37. The domestic water 39 is heated by the auxiliary system 25 and is supplied via hot water conduits 40 to the respective shower head 33 and the faucet 36.

Referring to FIG. 2, the supply and return conduits 30 and 31 respectively, that are connected to the room air heat exchangers 28 are shown connected to zone pumps 41, 42, and 43. A manifold conduit 44 (FIGs. 2 and 3) supplies heated heat transfer fluid 29 (FIG. 4) to the zone pumps 41, 42, and 43 from the auxiliary system 25.

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In a typical vehicle 20, a zone to be heated is defined by a room 27, and may have a thermal load of from 3000 to 8000 BTUs per hour. This load represents the thermal energy necessary to maintain the room air temperature in the room 27 at 75°F, for example, with an outside ambient temperature of from 0 to 50°F. In the aggregate, the thermal load of all of the rooms 27 of the vehicle 20 would typically be about 20,000 BTUs per hour.

Referring to FIG. 1, a cold water conduit 45 from the domestic water tank 37 is shown connected to the auxiliary system 25 to provide heated domestic water 39 (FIG. 1) in the hot water conduit 40 that is connected to the shower head 33, a lavatory 47 (FIG. 1) and the kitchen faucet 36. A mixing valve 45A (FIG. 2) is shown for blending hot domestic water 39 from the conduit 40 with cold domestic water 39 from the cold water conduit 45 to obtain a desired temperature of the hot domestic water 39 exiting the system 25. The typical demand for hot domestic water 39 is about 1.5 gpm for the shower head 33, the kitchen faucet 36 and the lavatory 47 at a temperature of 105°F, for example. If the cold domestic water 39 is stored in the tank at 55°F, for example, then the thermal load of that domestic water 39 would be about 40,000 BTU per hour.

Burner 48

Referring to FIGS. 2 - 5, to supply the thermal load of such room air heat exchangers 28 and the domestic hot water 39, a vehicle 20 such as a "recreational vehicle," for example, is provided with the auxiliary system 25 having a peak thermal output of about 40,000 BTU per hour. The auxiliary system 25 may include a propane, gasoline or diesel-fired burner 48. In a preferred embodiment, the burner 48 is a Model DBW 2010 burner manufactured by Webasto AG having a thermal output of 11.6kw (40,000 BTU/hr.). Such a burner 48 is

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normally shipped with a combustion chamber 49, (FIG. 5) in the form of a closed horizontal cylinder 50 having an air/fuel inlet 51 at one end 52 and an exhaust pipe 53 (FIG. 3) at the other end 54. The combustion chamber 49 of the burner 48 is about twelve inches long and has an o.d. of about six inches. A coolant jacket (not shown) of such burner 48 is a cylinder having a diameter typically one inch greater in diameter than that of the o.d. of the combustion chamber 49 (or seven inches) and a length of about twelve and one-half inches. Such a coolant jacket holds about 0.26 gallons of heat transfer liquid 29. As an example, the thermal capacity of that amount of liquid, measured as the amount of thermal energy required to heat 0.26 gallons of the liquid 29 ethylene glycol from 155°F to 170°F (a typical $T_M - T_L$ in the prior art) is 36 BTUs. Such a burner 48 with the described coolant jacket (not shown) is typically operated with a liquid flow rate of 4.5 gpm and can provide an 18°F gain in temperature (T) of the liquid 29 in one pass through the coolant jacket (not shown).

In the use of burners 48 of the type illustrated by the Webasto Model DBW 2010, it has been the practice to recommend preferred operating parameters. Among these parameters is a preferred minimum desired operational cycle having a preferred minimum duration. This cycle includes the start-up stage described above, which includes starting the pump 41, 42, or 43 for the particular room air heating zone or room 27 and then starting combustion. As indicated above, the start-up stage also includes an initial portion of the period in which combustion occurs. In this initial portion, which may take three minutes, the burner 48 is not running at the intended efficiency because the combustion chamber 49 (FIG. 5) is heating up, for example. In FIGs. 6 and 7, for purposes of illustration, the thermal output of the burner 48 is considered as being the same during the

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initial stage and during the optimum stage. It is to be understood that such thermal output will be somewhat less during the initial stage.

Once the combustion chamber 49 (FIG.5) has reached its operating temperature (T_{BO}), the combustion becomes complete according to design specifications of the burner 48. At this time, the carbon that was deposited on an inner wall 55 (FIG. 5) of the combustion chamber 49 starts to burn off. As the complete combustion continues, more of the carbon burns off, so that after a period of two minutes of optimum operation, the combustion chamber 49 is relatively clean and heat is more readily transferred across the wall 55 of the combustion chamber 49 to the heat transfer liquid 29. At this time, after an optimum stage of no less than about two minutes, the burner 48 may be turned off and the purge stage is completed in about two and one-half minutes to cool down the burner 48. Thus, the preferred minimum duration of the minimum desired operational cycle is about seven and one-half minutes in applicant's experience using the Model DBW 2010.

The thermal output of the burner 48, measured by the heat transferred to the heat transfer liquid 29 during the minimum desired operational cycle, is determinable and is referred to as the "rated thermal output for minimum desired operational cycle," or "RTO." In the example of the Model DBW 2010, the RTO is about 3333 BTUs. This is obtained by multiplying the 40,000 BTU per hour rate of thermal output by the duration of the start-up and minimum desired optimum stage (three minutes, plus two minutes, respectively).

Auxiliary Thermal Energy System 25 of the Present Invention

To avoid the disadvantages of using the burner 48 with small volume liquid jackets (not shown) which are described above as having a liquid capacity such as 0.26 gallons, according to the principles of the present

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invention a standard burner 48 is modified by removing the small volume jacket. In its place, a substantially larger thermal reservoir 56 (FIGs. 2 and 4) is mounted around the combustion chamber 49 (FIG. 5) and contains a
5 selected mass and volume of the heat transfer liquid 29, such as ethylene glycol. The rated thermal output of the burner 48 during the minimum desired operational cycle (or RTO) is known, as described above.

The desired operational temperature range (ΔT_R ,
10 in °F) of the heat transfer liquid 29 in the thermal reservoir 56 is selected based on the desired T_M and T_L for heat transfer purposes, where $\Delta T_R = T_M - T_L$. This is shown as 30°F in FIG. 7. Knowing the specific heat (S.H.) of the liquid in BTUs per pound of liquid per
15 degree F, the minimum weight of the liquid 29 is determined by solving the following equation for W_L , the weight of the liquid 29:

$$RTO = (\Delta T_R)(S.H.)(W_L) \quad (1)$$

W_L can be expressed in other terms as that weight
20 of heat transfer liquid 29 that is raised through a desired ΔT_R by the burner 48 operating for the duration of the minimum desired operational cycle at the rated thermal output of the burner 48.

As an example, in a preferred embodiment of the
25 present invention using a Model DBW 2010 burner, the liquid capacity of the reservoir 56 is fifteen gallons and is filled with fourteen gallons of the liquid 29 to allow one gallon for expansion. The reservoir 56 is provided as a cylinder having an i.d. of sixteen inches
30 and a length of eighteen inches, and surrounds the combustion chamber 49 of the burner 48. The reservoir 56 is fabricated from mild steel having a weight of about fifty-four pounds and a specific heat of one BTU/pound/°F. To minimize the weight W_L of the heat

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transfer liquid 29 that is required, the thermal capacity of the reservoir 56 can be added to equation (1) as follows, where "S.H._M" is the specific heat of the material from which the reservoir 56 is made, ΔT_M is the same as ΔT_R used in equation (1), and W_R is the weight of the empty reservoir 56:

$$RTO = (\Delta T_R)(SH_L)(W_L) + (\Delta T_M)(SH_M)(W_R) \quad (2)$$

The thermal reservoir 56 of the present invention is connected to the auxiliary system 25 in three ways. First, the manifold conduit 44 is connected to an outlet port 57 (FIG. 3) of the thermal reservoir 56 located toward the top of the thermal reservoir 56. The manifold conduit 44 supplies the heated liquid 29 to each of the three zone pumps 41, 42 and 43. A selected one or more of the pumps 41, 42 and 43 is operated to supply the heated liquid 29 to the heat exchanger 28 in the zone or room 27, such as the kitchen 34 to which the supply conduit 30 is connected. The liquid 29 exits the heat exchanger 28 and returns via the return conduit 31 to an inlet 58 (FIG. 4) at the bottom of the thermal reservoir 56.

Second, the domestic water 39 is supplied from the domestic water tank 37 by the pump 38. The cold water conduit or pipe 45 is connected to the pump 38 and supplies cold domestic water 39 (at 55°F) to an inlet 59 (FIG. 4) of a coil 60 located at the bottom 61 of the thermal reservoir 56. The coil 60 is secured, such by brazing, in a serpentine path (FIGs. 3 and 4) or in a circular path (FIG. 2) to the outer side 62 of the thermal reservoir 56 so that the domestic water 39 in the coil 60 is in heat transfer relationship with the liquid 29 in the thermal reservoir 56. The pump 38 causes the domestic water 39 to flow through the coil 60 to the hot water line or conduit 40 that supplies the

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domestic hot water 39 to the kitchen faucet 36, the shower head 33 and the lavatory 47.

Third, the respective vehicle engine supply and return conduits 23 and 26 are connected to a respective coil 63 (FIG. 5) and an engine coolant pump 64 (FIG. 2). The pump 64 causes the engine coolant 24 to flow through the heat exchange coil 63 that extends through the liquid 29 in the thermal reservoir 56 and to the return conduit 26 to the main engine 21. If the main engine 21 is to be heated, the liquid 29 is in a desired range of from 150°F to 180°F. If the liquid 29 in the thermal reservoir 56 is to be heated during operation of the main engine 21, the coolant 24 is at a higher temperature than that of the liquid 29 in the thermal reservoir 56, such as 190°F.

The auxiliary system 25 of the present invention is also provided with an electric heater 65 (FIGS. 4 and 5) to maintain the liquid 29 in the thermal reservoir 56 in a ready condition at the upper or maximum operating temperature (T_M) of 180°F. Since heat transfer occurs across insulation 66 around the thermal reservoir 56 and across the conduits 40, for example, thermal energy must be transferred to the liquid 29. The electric heater 65 has a rated capacity of 1500 Watts at 115 volts ac, which is sufficient to supply enough thermal energy to the liquid 29 to offset that lost by heat transfer across the insulation 66. A standard ac generator or power supply (not shown) is provided for supplying power to the heater 65.

Referring to FIG. 3, the reservoir 56 is shown provided with first and second thermostats 67 and 68. The thermostats 67 and 68 extend into the heat transfer liquid 29 in the reservoir 56 for response to the temperature T_R of the liquid 29. Each thermostat 67 and 68 may be a conventional Robertshaw thermostat which

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responds to the maximum temperature T_M of the liquid 29 by opening a circuit 69 or 70 respectively. The circuit 69 is connected to the burner 48. When the circuit 69 is open, the burner 48 shuts off and the purge stage starts. In the example described above, the T_M at which the thermostats 67 and 68 open the respective circuits 69 and 70 is 180°F. The circuit 70 is connected to the electric heater 65. When the circuit 70 is open, the power to the heater 65 is shut off.

Each of the thermostats 67 and 68 can also be set to close the respective circuits 69 and 70 (FIG. 3) in response to the liquid 29 having the lower limit temperature T_L . In the example described above, where T_L is 150°F, the thermostat 68 for the electric heater 65 closes the circuit 70 in response to a temperature of 155°F of the liquid 29, whereas the thermostat 67 closes the circuit 69 in response to a temperature of 150°F, which is T_L . In this manner, the electric heater 65 operates first in an attempt to provide thermal energy to the liquid 29 to offset heat lost across the insulation 66, for example. When the temperature of the liquid 29 drops to T_L , then the burner 48 is turned on and the temperature of the liquid 29 is increased to T_M during the minimum operational cycle. Since the thermal output of the electric heater 65 is about 5118 BTU/hour, the electric heater 65 can be left on during the minimum operational cycle, with the 7.65 minute burner operational cycle being reduced to over 6 minutes, which exceeds the minimum desired operational cycle.

30 Thermal Reservoir 56

The method and apparatus of the present invention overcome the above-described rapid cycling of the supplemental burner 48 without wasting the excess heat produced by the supplemental burner 48. In particular, the supplemental burner 48 may operate at its rated thermal output, which exceeds the thermal demand of the

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active room air heating zones 27, yet the burner 48 operates during the minimum desired operational cycle. This is achieved by providing the substantially increased weight W_L (or volume) of the heat transfer liquid 29 in heat transfer relationship with the combustion chamber 49 of the burner 48. The weight W_L is determined by reference to equations (1) or (2) above. This increased weight W_L of liquid 29 is heated by the supplemental burner 48 to the maximum operating temperature (T_M) to provide a reservoir of thermal energy (see time t_{16} in FIG. 7). When there is demand for heat in a single zone 27, or less than all of the zones 27 of the vehicle 20, or when there is only a small demand for domestic hot water 39, the thermal energy required to meet that demand is initially supplied by heat transferred from the reservoir 56 of thermal energy. As this initial heat transfer occurs from the thermal reservoir 56 to the room air heat exchanger 28, or to the domestic water 39, the supplemental burner 48 remains off. As a result, up to 5100 BTUs can be supplied by the thermal reservoir 56 before the temperature of the heat transfer liquid 29 in the thermal reservoir falls to the lower limit or lower operating temperature (T_L). Further, when the weight W_R of the material of the reservoir 56 is considered, as in equation (2), additional thermal energy is provided as that material cools to T_L .

When that limit T_L is reached, the burner 48 is turned on. Even if there is no additional demand for thermal energy for room air heating or for domestic water heating, the thermal load of the large volume of heat transfer liquid 29 and the material of the reservoir 56, if it is considered, required to heat it or them back to the maximum operating temperature (T_M) is enough that the supplemental burner 48 must operate at its rated capacity for at least the duration of the minimum desired operational cycle, including an

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acceptably long optimum cycle (see times t_{37} to $t_{44.65}$ in FIG. 7). As an example, with fourteen gallons of ethylene glycol as the heat transfer liquid 29 and a 40,000 BTU per hour rated capacity of the supplemental burner 48, the supplemental burner 48 operates for 7.65 minutes to increase the thermal reservoir temperature (T_R) from the 150°F minimum operating temperature T_L to the maximum operating temperature T_M of 180°F. With continued demand for heated room air or for domestic hot water 39, it would take longer to satisfy that demand and to increase the temperature T_R of the thermal reservoir 56 to the maximum operating temperature T_M . Thus, the supplemental burner 48 would burn longer in the optimum stage, which is the most efficient stage, and would burn the carbon off the inside of the combustion chamber 49. In addition to increasing the duration of the burner's optimum stage, the 5100 BTUs of thermal energy that are stored in the thermal reservoir 56 increase the ability of the system 25 of the present invention to satisfy thermal demands that exceed the thermal output of the burner 48.

Methods of the Present Invention

One aspect of the present invention relates to the selection of the burner 48 having a minimum desired duration operational cycle. The thermal output RTO of the burner 48 during that minimum operational cycle is determined. The liquid for the heat transfer liquid 29 is selected, which determines the specific heat S.H. in equation (1). The ΔT_R is then selected based on the required maximum operating temperature for heat transfer to the liquid 29 from the combustion chamber. Equation (1) is then solved for W_L which determines the weight of the liquid 29 that is to be contained in the thermal reservoir 56. The thermal output RTO of the burner 48 is thus used to select the thermal capacity of the volume of heat transfer liquid 29 that is provided in the thermal reservoir 56. That thermal capacity is equal

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to the thermal output RTO of the burner 48 according to equation (1).

In another aspect of the method of the present invention, the reservoir 56 containing the heat transfer liquid 29 having the selected thermal capacity is initially heated by the auxiliary burner 48 operating at the rated thermal output for at least the duration of the minimum desired operational cycle. That duration of heating provides the thermal output RTO and results in heating the heat transfer liquid 29 in the thermal reservoir 56 to the maximum operating temperature T_M with no thermal demands on the reservoir 56. With the heat transfer liquid 29 in the thermal reservoir 56 at the maximum operating temperature ΔT_M , heat is transferred from the thermal reservoir 56 to meet thermal demands, e.g., for heated room air and domestic hot water 39. Since the thermostats 67 and 68 open the respective circuits 69 and 70 at temperatures above T_L , no thermal energy is supplied by the burner 48 to the heat transfer liquid 29 at this time. Thus, these demands decrease the temperature of the heat transfer liquid 29 to the minimum operating temperature T_L . The auxiliary burner 48 is then rendered operative when the thermostat 67 senses the liquid at T_L and closes the circuit 69. The auxiliary burner 48 is operated for at least the duration of the minimum desired operational cycle to raise the temperature of the heat transfer liquid 29 to the maximum operating temperature T_M . If during the operation of the auxiliary burner 48 there are demands for thermal energy for heating room air or domestic water 39, the auxiliary burner 48 is operated for a time period longer than the duration of the minimum desired operational cycle, as shown in FIG. 7 by the time period between t_4 and t_6 . When the temperature of the liquid 29 reaches T_M , the thermostat 67 causes the circuit 69 to open and the burner 48 is rendered inoperative, which is to say the optimum stage stops and

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the purge stage starts. The burner 48 remains off until the temperature of the liquid 29 drops to T_L (see time t_{37} in FIG. 7).

The demand for thermal energy can also result from
5 a need to maintain the main engine 21 at the desired
idle temperature T_{EI} . In this event, a switch 71 is
closed to open a valve 72 and energize the engine
coolant pump 64. The pump 64 circulates the engine
coolant 24 from the return conduit 26 to the heat
10 transfer coil 63 for the coolant 24. The coil 63
receives thermal energy from the heat transfer liquid 29
and heats the coolant 24. The coolant 24 is pumped
through the supply conduit 23 to the main engine 21
where it circulates within and heats the main engine to
15 the temperature T_{EI} .

When the main engine 21 is operating, the flow of
coolant 24 can be reversed to provide heated coolant 24
to the coil 63 for heating the liquid 29. In the event
that the thermal demand exceeds the thermal energy
20 supplied by the heated coolant 24 in the coil 63, the
burner 48 turns on when the thermostat 67 senses T_L of
150°F.

While the preferred embodiments have been described
in order to illustrate the fundamental relationships of
25 the present invention, it should be understood that
numerous variations and modifications may be made to
these embodiments without departing from the teachings
and concepts of the present invention. Accordingly, it
should be clearly understood that the form of the
30 present invention described above and shown in the
accompanying drawings is illustrative only and is not
intended to limit the scope of the invention to less
than that described in the following claims.

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What is claimed is:

1. In a system for supplementing the thermal energy supplied to a vehicle, wherein said vehicle has an auxiliary burner having a minimum operational cycle during which a given amount of thermal energy is
5 supplied to a heating chamber, the improvement comprising:

a quantity of heat transfer liquid selected to have a thermal capacity no less than that of said given amount of thermal energy; and

10 a reservoir surrounding said heating chamber for containing said quantity of heat transfer liquid in heat transfer relationship with said heating chamber.

2. In a system for providing supplemental thermal energy to a vehicle, said vehicle having a heating chamber and an auxiliary burner, said burner having a minimum operating cycle during which a given amount of
5 thermal energy is transferred to said heating chamber, the improvement comprising:

reservoir means for containing a selected quantity of heat transfer liquid in heat transfer relationship with said heating chamber to receive said
10 given amount of thermal energy;

said quantity of heat transfer liquid being selected to have a predetermined thermal output when the temperature thereof decreases from a maximum operating temperature to a lower operating temperature;

15 means for transferring thermal energy from said heat transfer liquid; and

means for rendering said auxiliary burner inoperative until said temperature of said heat transfer liquid decreases to said lower operating temperature.

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3. In a system for supplementing the thermal energy provided to a vehicle when a main engine of the vehicle is not operating, wherein said vehicle is provided with a room air heater connected in a heat transfer loop and a domestic hot water system, the improvement comprising:

a heating chamber for receiving thermal energy;

an auxiliary heating system having a minimum operational cycle during which a given amount of thermal energy is supplied to said heating chamber;

a thermal reservoir chamber surrounding said heating chamber, said reservoir chamber containing an amount of heat transfer liquid selected to have a thermal capacity no less than said given amount of thermal energy;

said heating chamber being effective to heat said liquid from a lower temperature to an upper temperature to provide said heat transfer liquid with said given amount of thermal energy;

said heat transfer liquid being effective to transfer said given amount of thermal energy to said heat transfer loop and to said hot water system as the temperature of said heat transfer liquid decreases from said upper temperature to said lower temperature;

means for connecting said heat transfer loop to said thermal reservoir chamber to transfer thermal energy to said room air heater from said heat transfer liquid;

a first coil surrounding said thermal reservoir chamber for transferring thermal energy from said heat transfer liquid to said domestic hot water system;

means responsive to the temperature of said heat transfer liquid falling to said lower temperature for operating said auxiliary heating system for at least said minimum operational cycle; and

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means responsive to the temperature of said
heat transfer liquid increasing to said upper
40 temperature for discontinuing the operation of said
burner.

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4. In a system for supplementing the thermal energy supplied to a recreational vehicle by an internal combustion engine that normally drives said vehicle, said vehicle having at least one room that is to be heated and in which domestic hot water is to be used, said vehicle further having a room air heating system for the rooms of said recreational vehicle, said system including a first conduit for supplying heat transfer liquid to a room heat exchanger and a second conduit for returning cooled heat transfer liquid from said room heat exchanger, said vehicle also having means for providing domestic hot water for use in at least one of the rooms of said vehicle, said vehicle also having an auxiliary burner therein, said burner being provided with a combustion chamber, said burner having a minimum operational cycle in which a selected thermal output is generated, the improvement comprising:

a heat reservoir chamber surrounding substantially all of said combustion chamber, said heat reservoir chamber being effective to contain a selected quantity of said heat transfer liquid in heat transfer relationship with said combustion chamber, said selected quantity of said heat transfer liquid having a thermal capacity no less than said thermal output of said burner;

first means connected to said first conduit and to said heat reservoir chamber for supplying said heat transfer liquid to said room heat exchanger;

second means connected to said second conduit for returning said heat transfer liquid to said heat reservoir chamber;

coil means connected to said domestic water providing means and extending around said heat reservoir chamber in heat transfer relationship with said heat transfer liquid for transferring thermal energy to the domestic water; and

means for controlling the operation of said auxiliary burner to start said operation upon the

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transfer of all of said thermal capacity from said heat
40 transfer liquid to said room heat exchanger and said
domestic water, and to stop said operation no sooner
than when all of said thermal output has been
transferred from said combustion chamber to said heat
transfer liquid.

5. A method of controlling the operation of a
burner of an auxiliary heating system, comprising the
steps of:

- determining the thermal output of said burner
- 5 during a minimum operational cycle of said burner;
- selecting heat transfer liquid having a
thermal capacity equal to said thermal output of said
burner; and
- providing said heat transfer liquid in heat
- 10 transfer relationship with said burner.

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6. In a system for providing additional thermal energy to a vehicle that is normally provided with thermal energy by an internal combustion engine, said engine having a coolant conduit, said vehicle having a manifold connected to a room air heating system, said heating system including at least one return conduit, said vehicle being provided with a domestic water heater conduit, said vehicle having an auxiliary burner provided with a combustion chamber, the improvement comprising:

heat reservoir means surrounding said combustion chamber for defining a relatively large heat transfer chamber;

a given quantity of heat transfer liquid received in said heat reservoir means in heat transfer relationship with said combustion chamber, said quantity of heat transfer liquid adapted to be heated by said combustion chamber from a minimum operating temperature to a temperature selected for heating the room air, the domestic hot water and the engine coolant, said quantity of heat transfer liquid having a selected thermal capacity between said minimum operating and selected temperatures;

means connected to said coolant conduit and extending through said heat transfer fluid in said heat reservoir means for receiving thermal energy from said heat transfer fluid to heat the coolant;

means connected to said return conduit, extending to said heat reservoir means and connected from said heat reservoir means to said manifold for transferring said heat transfer fluid to said manifold for room air heating;

means connected to said domestic water heater conduit and extending around said heat reservoir means in heat transfer relationship with said heat transfer fluid for transferring thermal energy from said heat transfer fluid to the domestic water; and

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means for controlling the operation of said auxiliary burner to prevent operation of said burner
40 when the temperature of said heat transfer liquid is above said minimum operating temperature, said controlling means causing operation of said burner to commence when said heat transfer liquid decreases to
45 said minimum operating temperature and to continue said operation until the liquid is at said selected temperature.

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7. In a system for supplying supplemental thermal energy to a recreational vehicle, said vehicle having an inlet conduit for supplying hot water to a domestic water supply in said vehicle, said vehicle having a manifold for supplying heated heat transfer liquid to a room air heating system of said vehicle, said system including a return conduit, said vehicle having an engine cooling system provided with a first conduit for supplying heated coolant from the engine and a second conduit for supplying heated coolant to the engine, said vehicle having an auxiliary heating chamber and a burner and an electrical heater for heating said auxiliary heating chamber, the improvement comprising:

a selected weight of said heat transfer liquid, said selected weight being selected for storing, within a predetermined temperature range of said heat transfer liquid, an initial amount of thermal energy;

a cylindrical chamber surrounding substantially all of said auxiliary heating chamber and spaced therefrom for receiving said selected volume of heat transfer liquid, said cylindrical chamber being effective to retain said selected volume in heat transfer relationship with said auxiliary heating chamber so that said volume of heat transfer liquid is heated to a selected temperature to store said initial amount of thermal energy;

conduit means connected to said return conduit and to said manifold for supplying said heat transfer liquid to said manifold and returning said heat transfer liquid to said cylindrical chamber;

a first heat transfer coil wound around the exterior of said auxiliary heating chamber and connected to said inlet conduit;

a second heat transfer coil connected between said first and second conduits and extending through said cylindrical chamber in heat transfer relationship with said heat transfer liquid;

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means for sensing the temperature of said heat transfer liquid in said cylindrical chamber and
40 generating a signal indicative of the transfer of said initial amount of thermal energy from said heat transfer liquid; and

control means responsive to said signal for operating said burner to transfer thermal energy to said
45 heat transfer liquid until the temperature of the heat transfer liquid reaches said selected temperature.

8. A method of selecting the weight of heat transfer liquid to be contained in a thermal reservoir in heat exchange relationship with a burner that provides thermal energy to said thermal reservoir,
5 comprising:

selecting the material to be used as said heat transfer liquid;

determining the specific heat (S.H._L) of said material of said liquid;

10 selecting a temperature differential (ΔT_R) for heat transfer from said burner to said liquid;

determining the thermal output (RTO) of said burner during the duration of a minimum desired operational cycle of said burner; and

15 selecting the weight of said liquid by solving the following equation:

$$W_L = \frac{(RTO)}{(\Delta T_R)(S.H._L)}$$

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9. A method of selecting the weight of heat transfer liquid to be contained in a thermal reservoir in heat exchange relationship with a burner that provides thermal energy, comprising:

- 5 selecting the material to be used as said heat transfer liquid;
 determining the specific heat (S.H._L) of said material of said liquid;
 selecting a temperature differential (ΔT_R)
10 for heat transfer from said burner to said liquid;
 determining the thermal output (RTO) of said burner during the duration of a minimum desired operational cycle of said burner;
 selecting the material to be used as said
15 thermal reservoir;
 determining the specific heat (S.H._R) of said material for said reservoir;
 selecting the weight W_R of said thermal reservoir; and
20 determining the weight (W_L) of said liquid by solving the following equation for W_L :

$$RTO = (\Delta T_R)(S.H._L)(W_L) + (\Delta T_R)(S.H._R)(W_R).$$

10. The method of claim 5, in which:

- said selection of said heat transfer liquid includes selecting a given weight of said heat transfer liquid, selecting said heat transfer liquid having a
5 particular specific heat, and selecting an operational temperature range over which said heat transfer liquid is heated during the minimum operational cycle.

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11. The method of claim 5, comprising the further steps of:

with said heat transfer liquid initially at a maximum operational temperature and with said burner not
5 operating, transferring heat from said heat transfer liquid to decrease the temperature of said heat transfer liquid to a minimum operational temperature; and
operating said burner for a duration of not less than the duration of the minimum operational cycle
10 to increase the temperature of the heat transfer liquid to the maximum operational temperature.

12. In a system according to claim 1, wherein said thermal capacity of said liquid is related to changing the temperature of said liquid by a predetermined temperature difference below a maximum operating
5 temperature, the further improvement comprising:

means responsive to the temperature of said liquid being below said maximum operating temperature by an amount not exceeding said predetermined temperature difference for rendering said auxiliary burner
10 inoperative;

said rendering means being effective in response to the temperature of said liquid being below said maximum operating temperature by an amount exceeding said predetermined temperature difference for
15 rendering said auxiliary burner operative.

13. In a system according to claim 12, the further improvement comprising:

means responsive to said liquid at or above said maximum operating temperature for rendering said
5 auxiliary burner inoperative.

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14. In a system according to claim 2, the further improvement comprising:

means responsive to the temperature of said heat transfer liquid reaching said maximum operating temperature for rendering said auxiliary burner inoperative.

15. In the system according to claim 7, the further improvement comprising:

a pump connected to said engine cooling system for pumping the coolant through said second heat transfer coil and said first and second conduits;

said heat transfer liquid being effective to increase the temperature of said coolant in said second heat transfer coil when said engine is inoperative; and

said coolant being effective to increase the temperature of said heat transfer liquid when said engine is operating and said burner and said electrical heater are inoperative.

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16. In the system according to claim 7, the further improvement comprising:

5 said sensing means includes a first temperature sensor for generating a first signal indicating that said heat transfer liquid is at a higher of two low temperatures;

10 said sensing means also includes a second temperature sensor for generating a second signal indicating that said heat transfer liquid is at a lower of said two low temperatures;

means responsive to said first signal for operating said electrical heater to transfer thermal energy to said heat transfer liquid in an attempt to increase the temperature of said heat transfer liquid to the selected temperature of said predetermined temperature range; and

20 means responsive to said second signal for operating said burner to increase the amount of thermal energy transferred to said heat transfer liquid until the temperature of the heat transfer liquid increases to said selected temperature.

17. In a system according to claim 2, the further improvement comprising:

5 said reservoir means having a given thermal output when the temperature thereof decreases from said maximum operating temperature to said lower operating temperature;

10 said quantity of heat transfer liquid being reduced to provide a reduced thermal output of said heat transfer liquid so that the total of said given and reduced thermal outputs equals said predetermined thermal output; and

15 said rendering means renders said burner inoperative until said temperature of said heat transfer liquid and said reservoir means decrease to aid lower operating temperature.

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18. A method according to claim 5,, further comprising the step of:

operating said burner in cycles of no less duration than the duration of the minimum operational
5 cycle.

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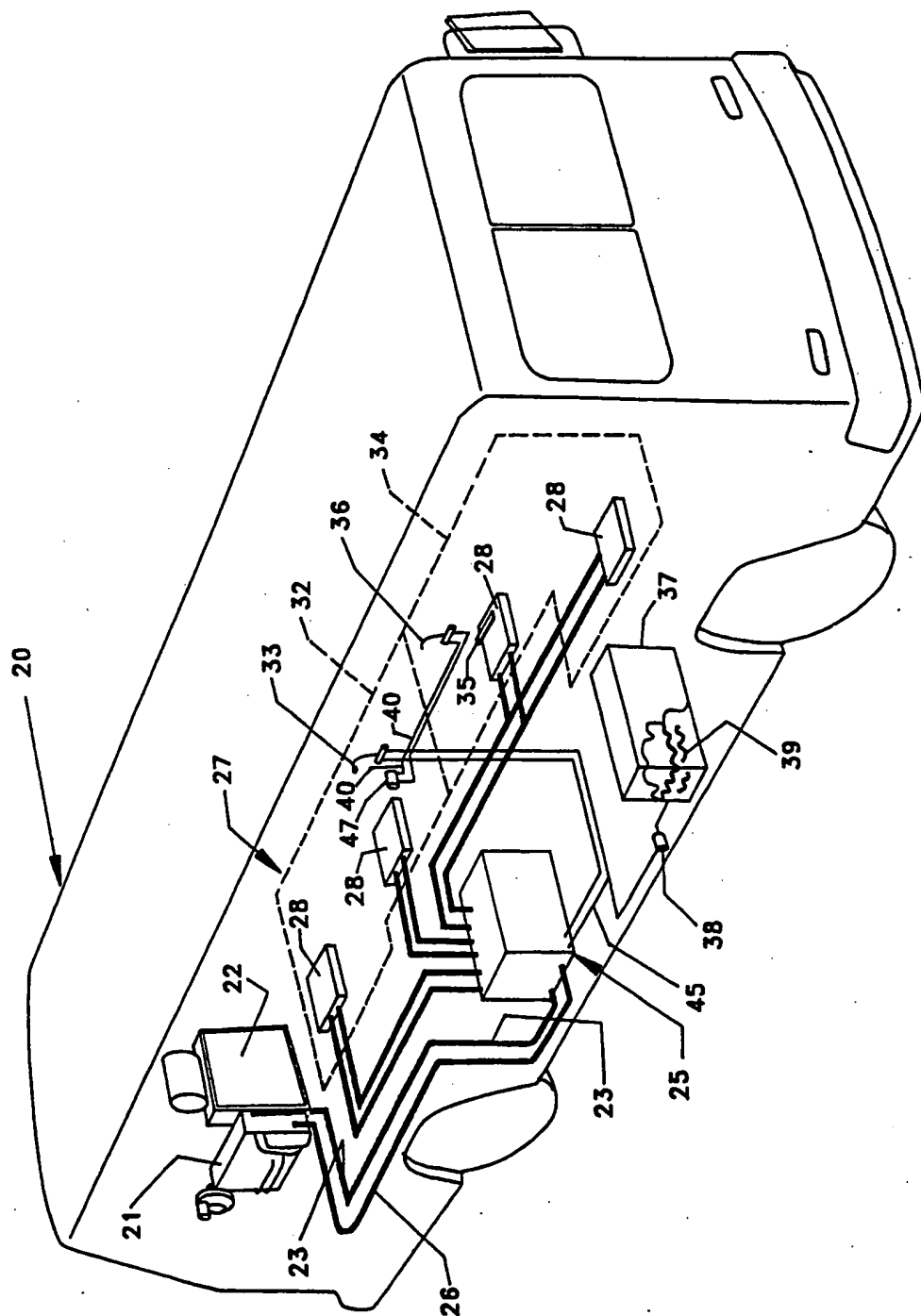


FIG. 1

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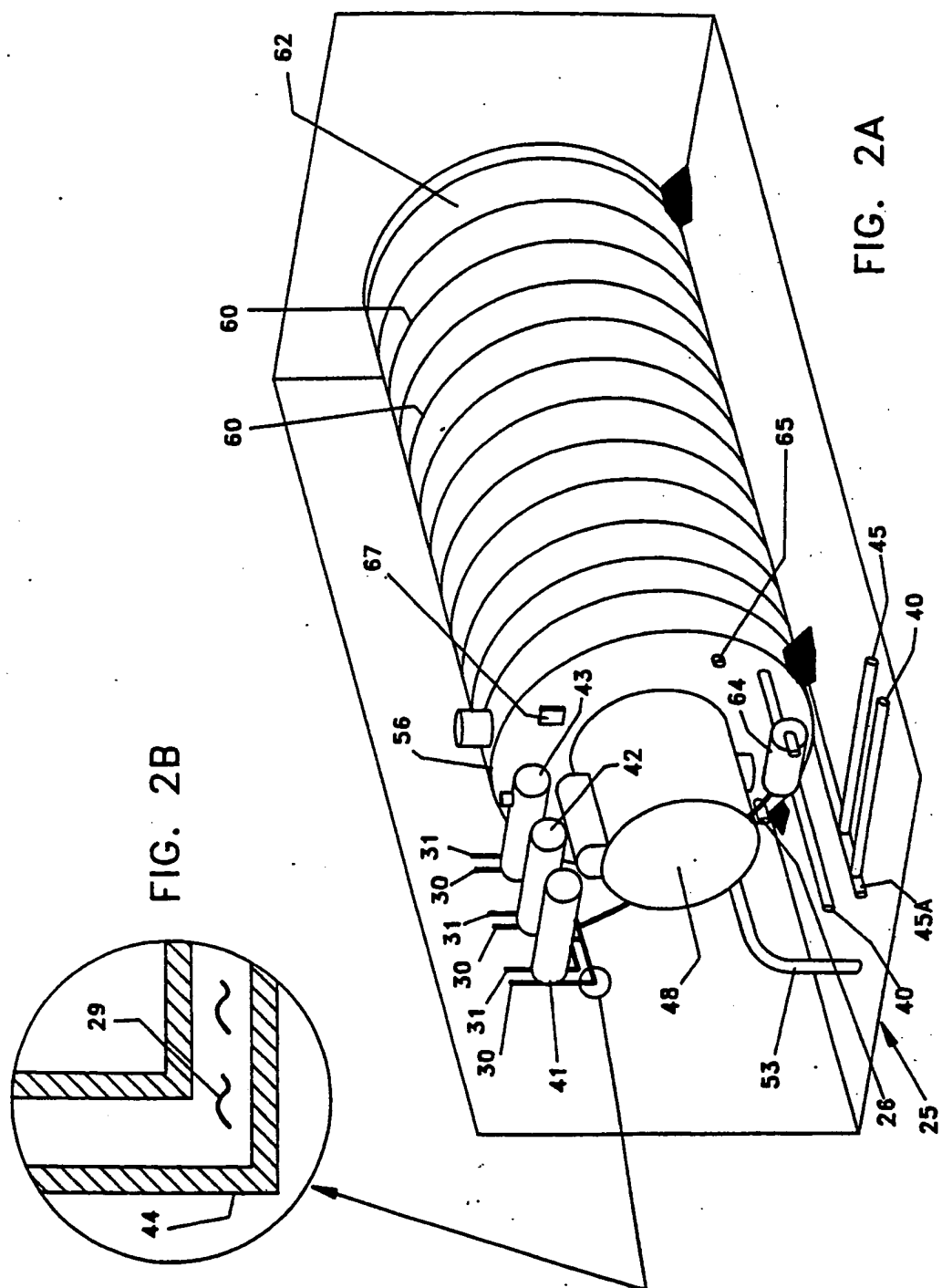


FIG. 2B

FIG. 2A

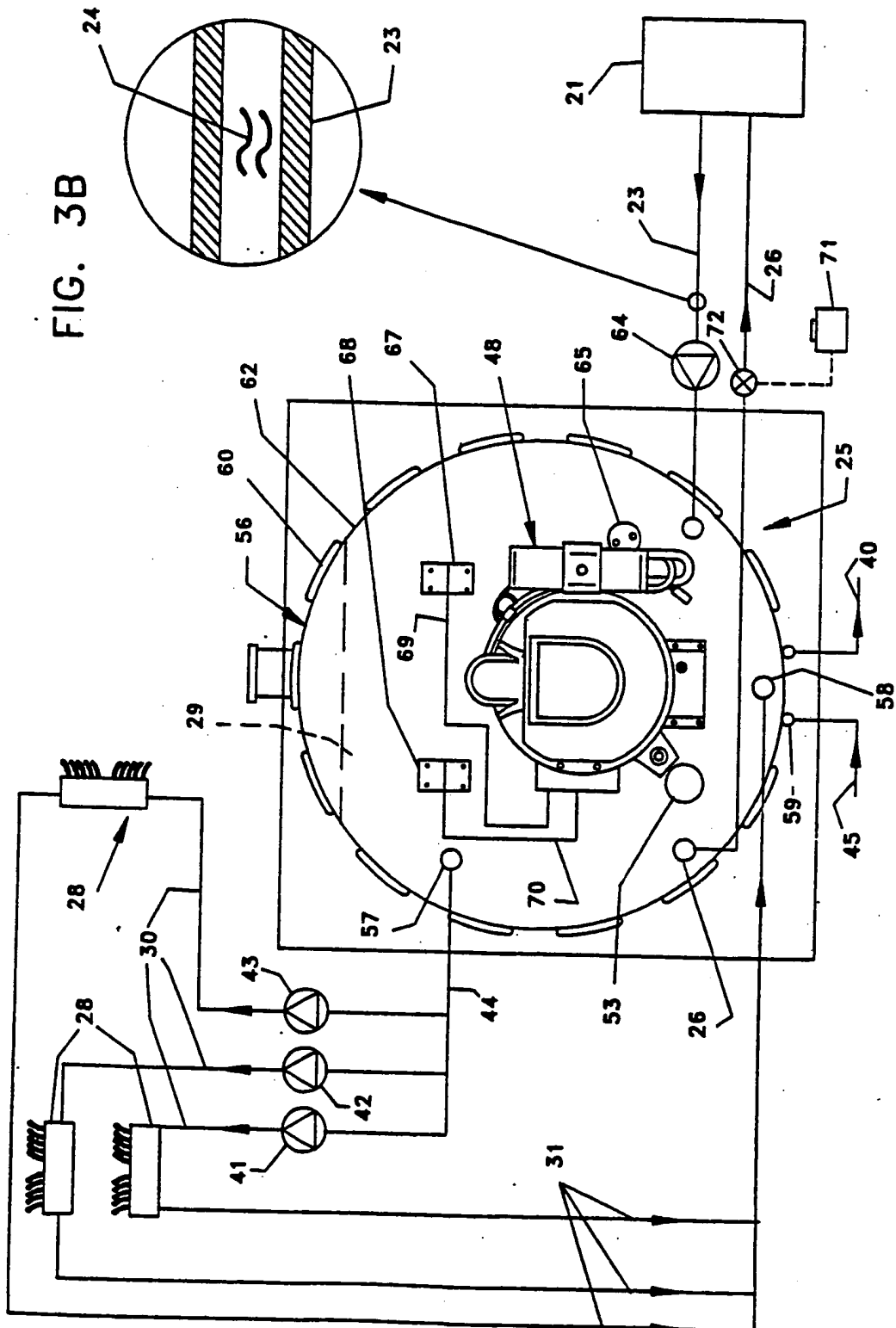


FIG. 3B

FIG. 3A

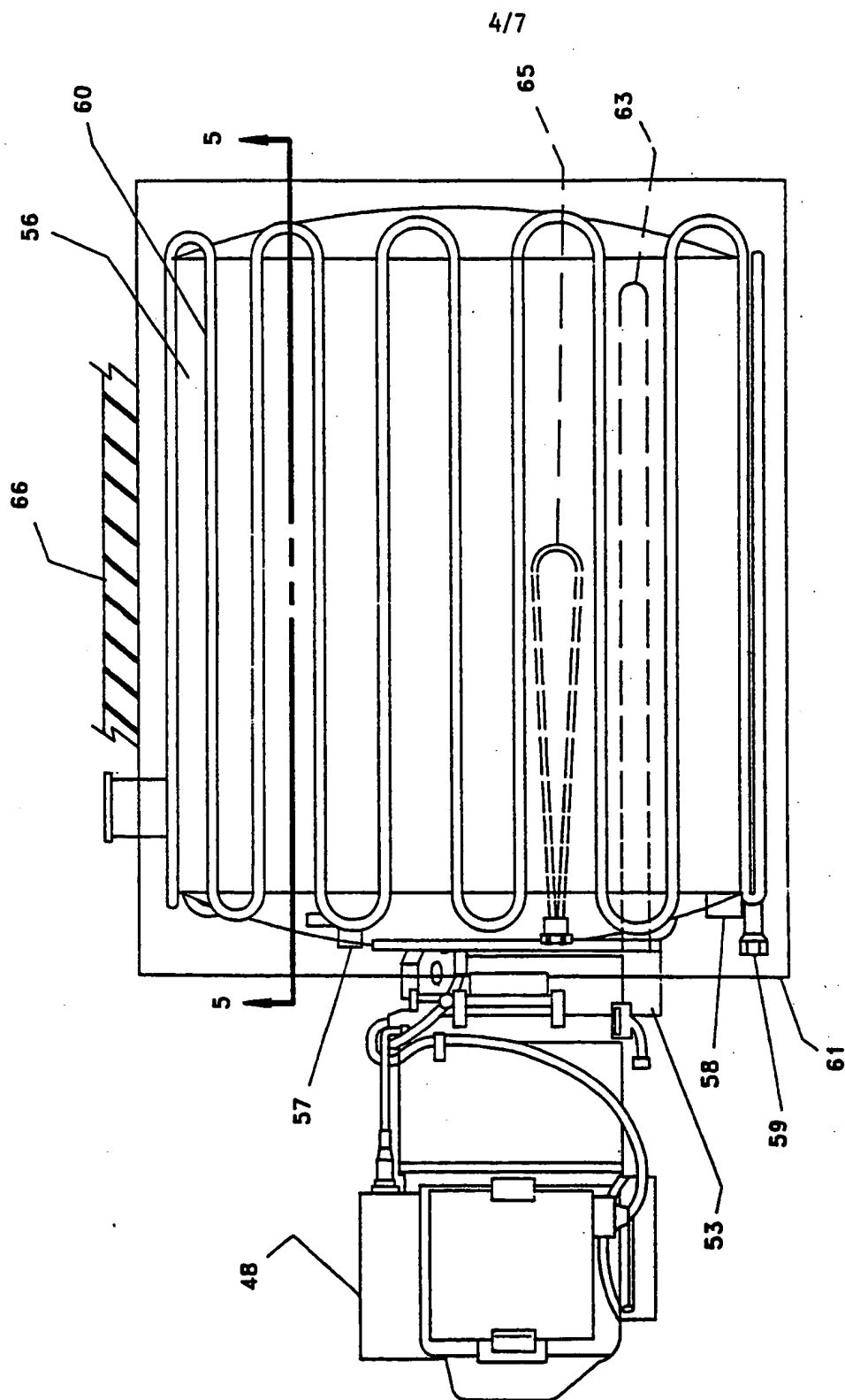


FIG. 4

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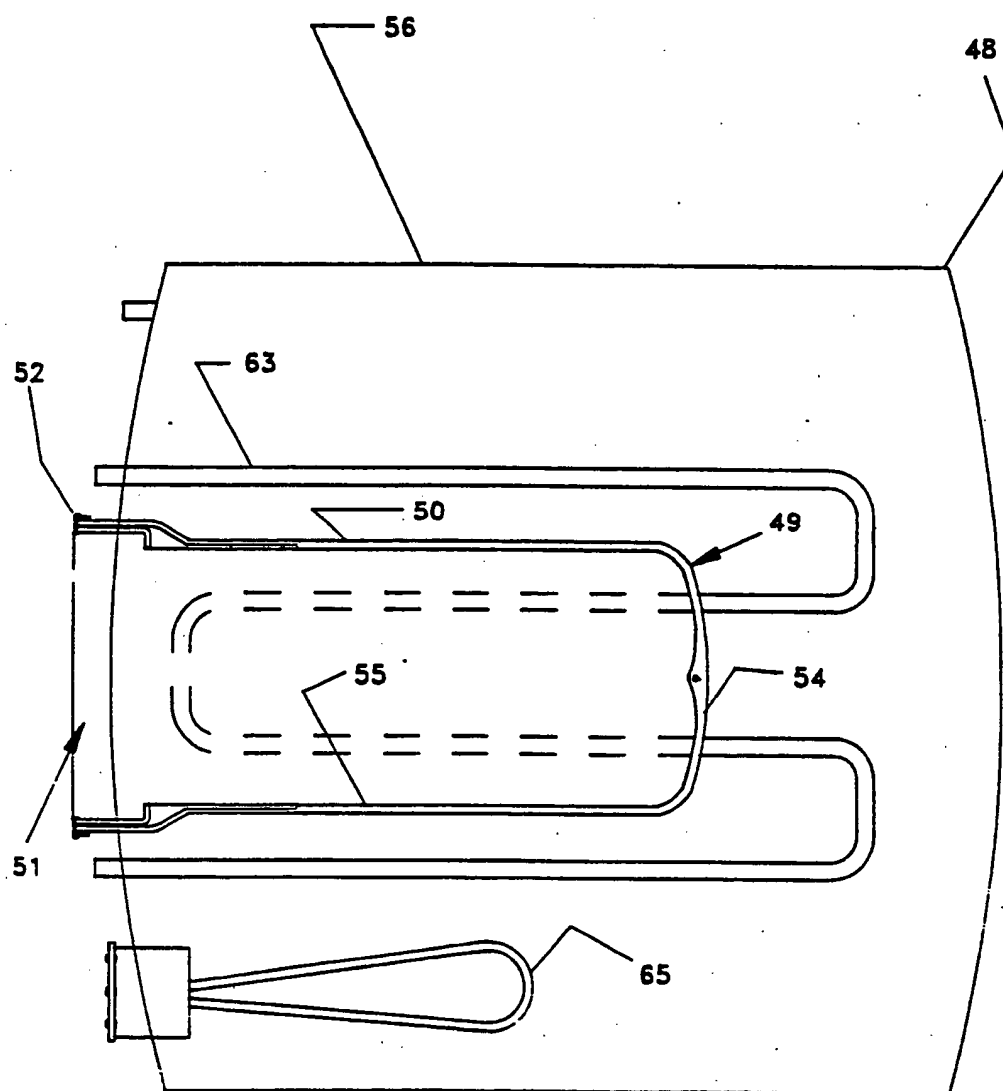


FIG. 5

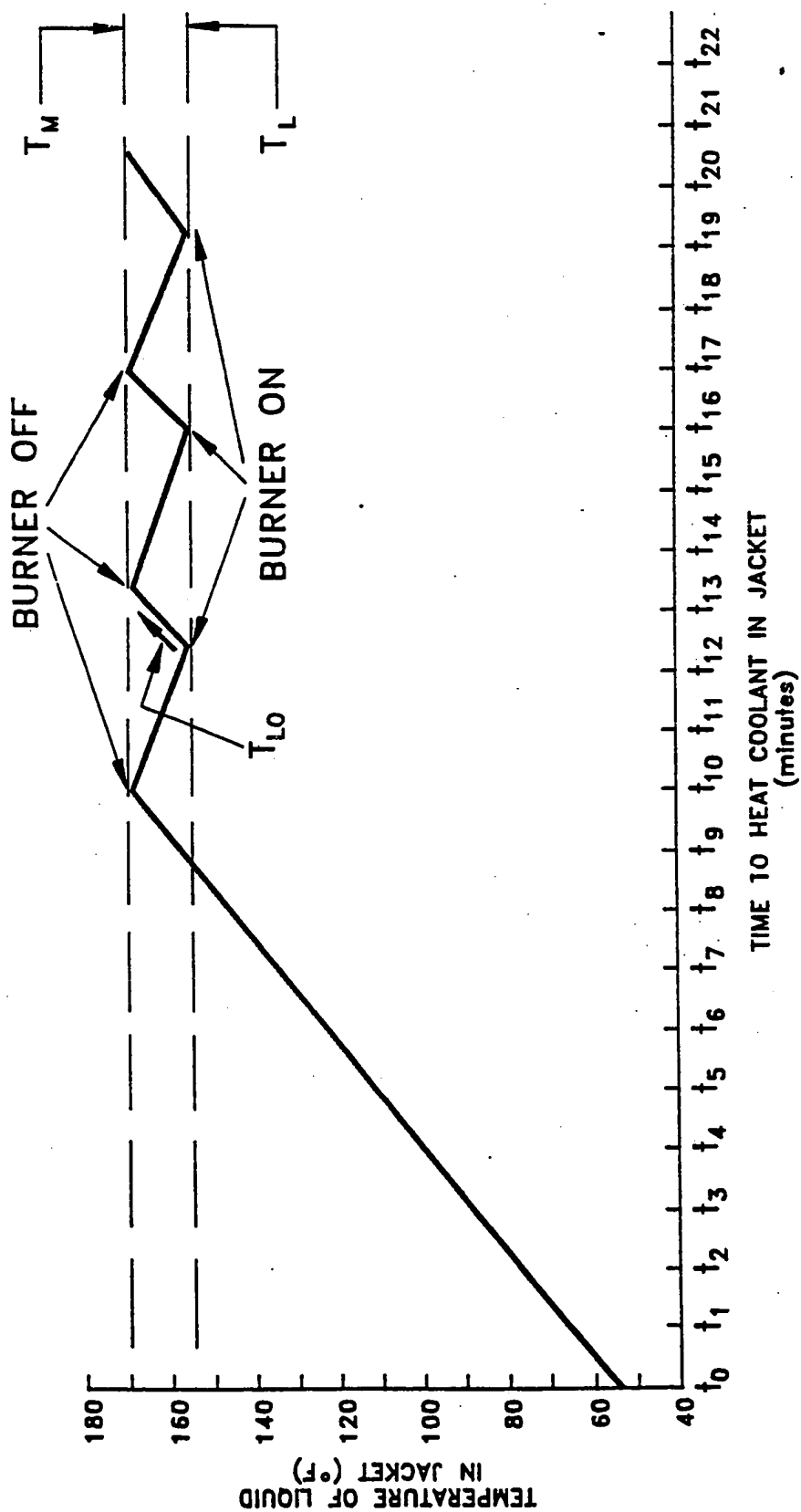


FIG. 6

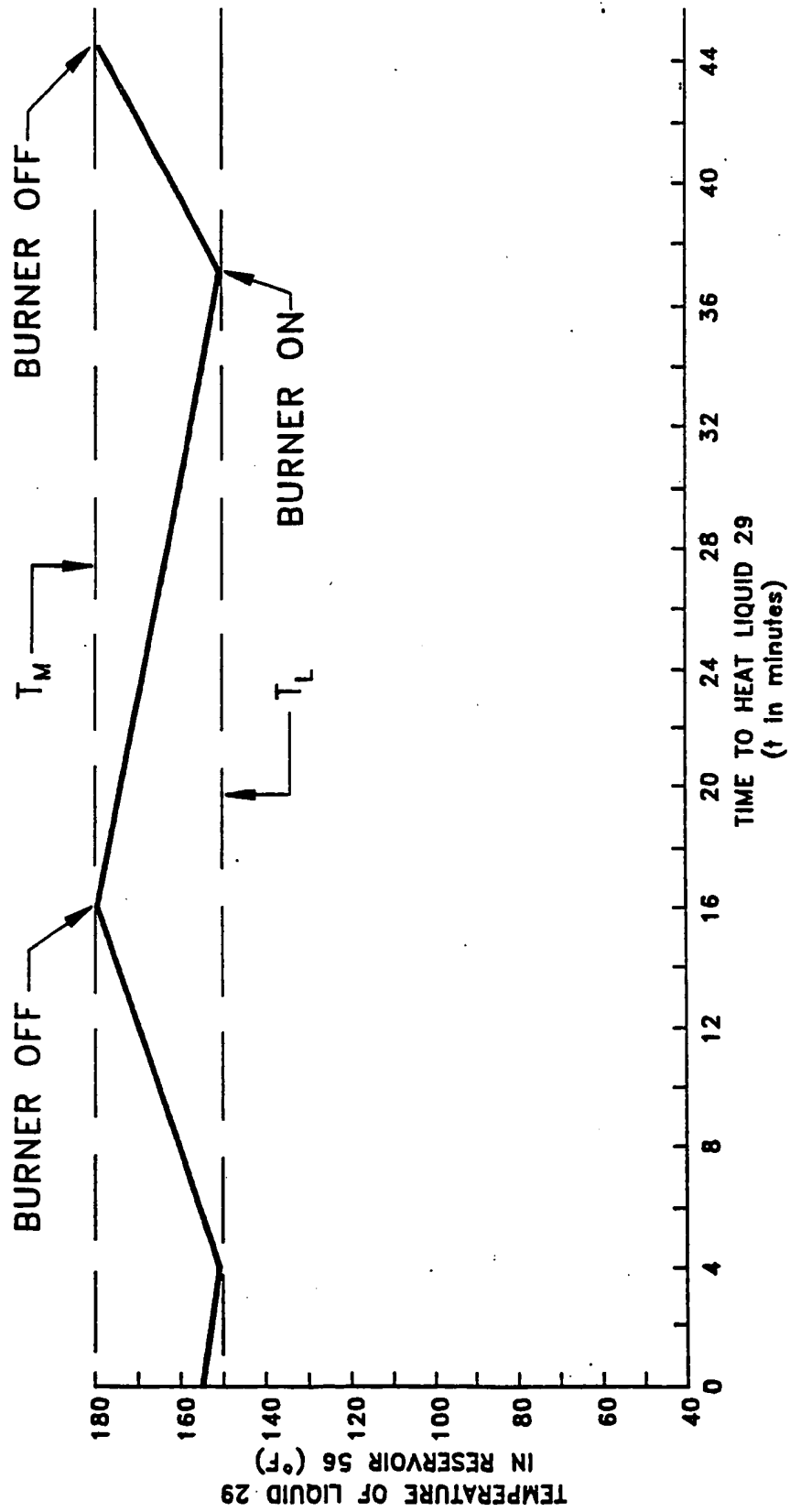


FIG. 7

INTERNATIONAL SEARCH REPORT

International Application No. **PCT/US90/00950**

I. CLASSIFICATION OF SUBJECT MATTER (if several classification symbols apply, indicate all) ⁶		
According to International Patent Classification (IPC) or to both National Classification and IPC		
IPC (5) : B60H 1/00		
U.S. Cl : 237/2A, 12.3B, 12.3C		
II. FIELDS SEARCHED		
Minimum Documentation Searched ⁷		
Classification System	Classification Symbols	
U.S. Cl	237/2A, 12.3A, 12.3B, 12.3C; 165/42	
Documentation Searched other than Minimum Documentation to the Extent that such Documents are Included in the Fields Searched ⁸		
III. DOCUMENTS CONSIDERED TO BE RELEVANT ⁹		
Category ⁹	Citation of Document, ¹¹ with indication, where appropriate, of the relevant passages ¹²	Relevant to Claim No. ¹³
Y	US,A 3,758,031 (MORAN) 11 September 1973 See Column 4 Lines 43-56.	1,2,3,17
A	US,A 4,300,720 (BAIER ET AL) 17 November 1981 See Entire Document.	1-18
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>¹⁰ Special categories of cited documents:</p> <p>"A" document defining the general state of the art which is not considered to be of particular relevance</p> <p>"E" earlier document but published on or after the international filing date</p> <p>"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)</p> <p>"O" document referring to an oral disclosure, use, exhibition or other means</p> <p>"P" document published prior to the international filing date but later than the priority date claimed</p> </div> <div style="width: 45%;"> <p>"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention</p> <p>"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step</p> <p>"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art.</p> <p>"d" document member of the same patent family</p> </div> </div>		
IV. CERTIFICATION		
Date of the Actual Completion of the International Search		Date of Mailing of this International Search Report
06 April 1990		24 MAY 1990
International Searching Authority		Signature of Authorized Officer
ISA/US		Henry A. Bennett

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